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DAKIN BROS. OF CHINA, LIMITED,
DISPENSING CHEMISTS, &c.
LONDON, HONGKONG AND AMOY.
NATURAL APERIENT WATERS.

ON THE CHOICE OF A WATER.
EXTRACT from the London Medical Record, May 20th, 1890, by GHO. HERSCHELL, M.D. (Lond).

"In order to attain the highest success in the treatment of a case by a Natural Water, it is better to study thoroughly one kind, and master its peculiarities, than to experiment with different sorts, each having a different dose and special attributes of its own."

"The advantages of one mineral water over another may be put under the following heads:—

- 1.—Smelliness of dose.
- 2.—Absence of unpleasant effect.
- 3.—Solubility of Soda and Magnesia in nearly equal proportions.
- 4.—Absence of unpleasant taste.

"On examining the chid waters on the English market with a view of making a selection, one is struck with the fact that a newly-imported water, the 'Fras Josef,' contains 100 and 175 grains to the pound of Sulphates of Magnesia and Soda respectively. This is much in excess of the quantities contained by either Hunyadi Janos, Friedrichshall, or Aesculap. It is evidently the strongest water by far, whilst at the same time it fortunately happens to be almost tasteless."

Price, 50 cents per bottle; per dozen \$5.50.
We are sole agents in China for the sale of FRANK JOSEF WATER.
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SEASON 1891-92.

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GARDEN SEEDS

for the Season has arrived and we are now prepared to book orders for prompt or forward execution. Complete Catalogues with concise directions for sowing can be obtained on application, or will be posted to any address. In these Catalogues the Seeds are Marginally Numbered in English and Chinese, and when ordering it is quite sufficient to only state the numbers of the kinds required.

Orders from one person, of from \$5 to \$10, allowed 25 % discount.

Orders from one person, over \$10 allowed an extra 5 % discount.

CLAY'S FERTILIZER.

A high class fertilizer for pot plants and for use in the garden generally: it supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the plants to attain to their full size, vigour and beauty.

Sold in Tins containing 100 lbs each.....\$1.50.

"Bags" 25 lbs 4.00.

Directions for use are given on the label.

RANSOM'S "NEW PARIS"

LAWN MOWERS.

The best and cheapest machines in the market; for sale at manufacturers' prices.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,

ESTABLISHED A.D. 1841.

Hongkong, 24th August, 1891.

DEATHS.

At sea, on the 19th August, SAMUEL A. LORD, late master of American schooner *Lamp-who*, aged 56 years.

At Peking Anchorage, Foochow, on the 21st instant, FLORENCE EDITH FRASER, the beloved youngest daughter of Mr. T. Betts (J.M. Combs), after a short illness. Aged 2 years. Deeply regretted.

On the 26th instant, at his residence No. 1, Garden Villa, Hongkong, ARNOLD SAMUEL TEBODOR, the dearly beloved and only son of Mrs. Samuel Clifton, of Shanghai, in his 35th year.

The Acting Police Judge gave judgment in the Summary Court this morning in the case dealing case *Luddy v. Ramjahn and Curran*. Plaintiff sued for \$68.12, the difference on Fungion shares sold to Ramjahn, the fulfillment of the contract being guaranteed by Curran. His lordship decided in favor of plaintiff for the amount claimed. Mr. E. Robinson, on behalf of the plaintiff, asked for immediate execution, as he had been informed that Ramjahn had already left the colony. Mr. Gedge (of Watson and Deacon's office) explained that Ramjahn had gone to Saigon on a three weeks' trip and would shortly be here, when no doubt a settlement would be made. The Judge, after remarking that the plaintiff couldn't be expected to wait three weeks for his money, said he would not issue an order at present for immediate execution.

A MEETING of members of the Jockey Club interested in the purchase of Subscription Gift for the 1892 season was held in the reading room of the Hongkong Hotel at 4 o'clock this afternoon. The business was delayed some twenty minutes pending the pleasure of a stay Steward of the Club, but no one of that august body deigning to attend. Mr. W. H. Dick was voted to the chair and the object of the meeting lucidly explained. Mr. J. F. Hough, Clerk of the Course, informed the members that he had been in communication with the Shanghai Horse Bazaar, but was not certain as to the terms upon which gifts could be obtained, although he supposed they would be similar to those of past years. Mr. Fraser-Smith was of the opinion that many definite information might have been submitted to the meeting, but so far as he was concerned he was quite agreeable that the old custom should be again followed, providing the Bazaar was prepared to provide ponies of the desired quality, at the usual figure of \$50, and that the Stewards would give special races as in past years. The Chairman ultimately proposed that the order for the purchase of the ponies be given to the Horse Bazaar, all conditions to be the same as those of last year. This was seconded by Mr. Fraser-Smith, after the Clerk of the Course had undertaken that the usual races would be given for Subscription gifts, and carried unanimously, whereupon the meeting broke up.

(From the N. C. Daily News.)

DEATH OF THE GOVERNOR OF SHANTUNG.

CHINAN FU, August 22nd.

H. X. Ching-yao, Governor of this Province, died here shortly after five o'clock this morning.

THE HONGKONG TELEGRAPH.

HONGKONG, FRIDAY, AUGUST 28, 1891.

TELEGRAMS.

THE REBELLION IN CHILI.

LONDON, August 26th.

The insurgents on Sunday, after repeatedly charging President Balmaceda's position, were repulsed. Darkness put a stop to the fighting.

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LOCAL AND GENERAL.

THE P. & O. S. N. Co's steamer *Varanus* left Nagasaki for this port at 5 p.m. yesterday.

"ANTI-HUMBOLDT'S" communication dealing with certain alleged grievances in connection with the Public Works Department is too personal and too offensive in tone for publication as anonymous correspondence.

THE American schooner, *Lamp-who*, from Tientsin, arrived at Shanghai on the 23rd inst. in charge of the late Captain Lord having died of Bright's disease on the previous Thursday morning on the voyage down.

It is understood that telegraphic advices were received here to-day to the effect that the railway line to connect the Imurli mines with the sea coast has been completed, and that the first shipment of ore will be made on the 30th prox. We give this report for whatever it may be worth.

THE High School, 13 Seymour Terrace, will re-open on Tuesday, the 1st September, under the head-mastership of Mr. C. J. Bateman, formerly head-master of the Hongkong Public School. Mr. Bateman's efforts to provide a sound education in a purely unsectarian school deserve to meet success, and no doubt will do so.

THE streets of Hongkong have been quite picturesque to-day owing to the exceptionally high-class illustrations which an enterprising circus manager has decorated the walls and all available space with. May he reap the reward of his labours. The Circus, which is reported as being a "stunner," will probably open to-morrow night.

THE wife of a well-known and lately much-advertised New Zealand functionary, is a niece of Tom Sayers, the prize-fighter. She seems to have inherited much of the family's bull-dog tenacity; for, divorced from her first husband, a blacksmith, she married a lawyer, and when he moved from this vale of tears, espoused his partner—her present husband.

CHAN KAN, a widow of 60 summers, was arrested last evening on a charge of child stealing, and lodged in the Central. A sing tired of the world, however, the old lady sought a solution of her present difficulty by suicide and had almost succeeded when the alarm was raised and she was cut down, and conveyed to the hospital where she now lies. She will probably be "up" to-morrow.

THE Gordon Institute, Melbourne, for newboys, is reported to be a rank failure, and in a financial quagmire. It is a total mistake, a palatial edifice fitted right out of the way, because a small place succeeded, which was in the right place—in the heart of the city. Commercial magnates generously put down their subscriptions, but the whole principle of the thing was out of joint, and it will have to be sold up.

AN accident occurred at Kiangling on the 26th inst. resulting in the death of Mr. D. Lamachia, a Customs officer. Two other officers were out shooting with him and one of them, Mr. Hoch, was preparing to fire at a bird when his gun accidentally went off and the charge lodged in the back of Mr. Lamachia's head, killing him instantly. An enquiry was afterwards held and from the evidence adduced it was clearly shown that Mr. Lamachia's death was a purely accidental one.

IT is more than probable, says *Iron*, that the Egyptians were in the habit of transporting vessels overland across the Isthmus of Suez, and tradition records that 23 centuries ago a true ship railway, with polished granite blocks as rails, existed and was worked across the Isthmus of Corinth, where the construction of a ship canal has been projected. In 1718 the well-known Count Emanuel Swedenborg constructed a road and "machines" for carrying laden vessels from Stromstadt to Idelfjord, in Sweden, a distance of 14 miles across a rough country, and the successful use of this work by Charles XII. during the siege of Fredrickshall led to Swedenborg being regarded not only as a national benefactor, but as a mechanician of no mean ability for at least a century after his death.

AFTER a long spell of bad luck the colours of our local "sport," Mr. C. Chater, have proved successful on an English race-course, and curiously enough with a horse named after himself. The race was only a selling plate of 2000 sovs., but even small fishes are sweet, and judges from the circumstances, the probabilities are that Messrs. Deacon and Chater won a big stake on what appears to have been a real good thing. The race was for two years old, over a distance of five furlongs at Kempton Park on July 17th, and the winner had to be sold at auction for £700. There were seven starters, and the champion colt, Chater, by Hagioscope out of Larikpur, starting at the remunerative price of six to one, won clearly by a length. After the race the winner was bought for 500 guineas.

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THE HONGKONG TELEGRAPH.

EXPERT young lady doctors, University-trained, come into practice in Melbourne next November.

ACCORDING to the Sydney Presbyterian, five available Church of England parsons, including a Bishop, refused to officiate at a recent Moore, N.S.W., funeral when asked to do so in the absence of a "dissenting" clergyman. The excuse given was that the ground was not consecrated. An orthodox parson can only pray on holy ground and according to routine rules. Some persons never pray outside of their surplices.

IF "Fairway" will send us the Police Judge's notes in the case *Lam Aling v. Pailly*, to which he refers in his letter, we shall be glad to publish them if they are of public interest. But our correspondent is quite mistaken in the assumption that we, or anybody else, can obtain a Hongkong judge's notes of a case by merely applying for them. The Code holds that a judge's notes are his own private property and cannot be obtained as a right; but we believe that judges rarely refuse in application for copies of their notes to be used as evidence. Mr. Justice Fielding Clark, in the case *Regina v. Brandt*, told the defendant that he did not believe his statement that he could not obtain a copy of the judge's notes in a certain case; but since then the Editor of this journal had occasion to apply to Sir James Russell for a copy of his notes. It may interest "Fairway" to know that the judge's notes in *Regina v. Brandt* cost us the trifling sum of \$45 for copying.

REFERRING to a recent attempt by Sydney referees to coerce or induce the New South Wales Government to adopt strict measures to stamp out *gan-jan* and other Chinese forms of gambling, the *Evening News* very pertinently remarks:—"The Anti-Chinese Gambling League" would do well, on the ancient principle of what is sauce for the goose is sauce for the gander, to make itself an "anti-gambling league" pure and simple. Of course for white men there is not the same sense of moral exaltation in reproving a white's vice as along with others, as in reproving vices supposed to be the exclusive possession of yellow men; but to hound down *gan-jan* while winking at "cotes" reminds one of the Puritans who were said to "Compound for their sins they were tainted by." Our Hongkong legislation against gambling is built very much on the same one-sided lines that are now so strongly advocated to extinguish the national pastimes of ancient China in the colonies. Even-handed justice is set aside on the ground of expediency.

A VISIT TO THE BALMORAL MINE.

(BY OUR SPECIAL COMMISSIONER.)

Having a few days to spare whilst in Sydney last month, and knowing the great interest taken in the Balmoral gold mine by a considerable number of Hongkong and Coast Port residents who have capital invested in that hitherto unproductive, not to say unprofitable undertaking, I made inquiries as to the feasibility of running up to Mount McDonald, and personally seeing all that was to be seen in what to the vast majority of shareholders has been from the beginning very much of a "black box." Meeting Mr. Kenneth Stevens, the Secretary of the Balmoral Gold Mining Co., Ltd., who had been sent down by the Directors in Hongkong to specially investigate and report on certain matters connected with the management at the mine and the position of affairs generally, at the Oxford Hotel, Sydney, where I had pitched my camp, he courteously informed me that no difficulties, excepting the bitterly cold and miserably wet weather and the discomfort attendant on "roughing it" in an out-of-the-way mining township, stood in the way of my projected trip, and that every facility would be afforded me by the manager (Mr. Walton) to have a good look round, and to form whatever opinions the circumstances warranted. Mr. Stevens, who had only a short time previously paid an official visit to "the Balmoral," a well-known Australian mining expert, was, of course, not disposed to be particularly communicative as to the results of his mission, at all events until the same had been submitted to the Board of Directors, and probably he preferred to withhold from my own independent views from what he rather hesitated to actually stated. I inferred that prospects for big dividends in the immediate future for the long-suffering shareholders were, if not altogether hopeless, at least a remote contingency. However, having thus arranged preliminaries and cleared the way, I lost no time in starting on my journey for the *El Dorado* which a little more than a year ago had lured such high expectations in the bosoms of numerous Hongkong investors, but which, alas, so far have only realized disappointed hopes.

A very few local readers of the *Hongkong Telegraph* are acquainted with the exact locality of "the Balmoral"—as a matter of fact most of the shareholders know nothing whatever about it—it will be as well to say that this gold mine is at Mount McDonald, New South Wales, over two hundred miles to the northwest of Sydney.

Under favorable circumstances and in the summer season the journey by rail would no doubt be enjoyable, as the country contains many striking views and places of special interest; but it was my fate to have to face a persistent and most depressing series of rain storms, which had been raging since the previous night, and which completely nullified any attempt to enjoy the lovely scenery of the Eury plain and the Mountains. The railways in New South Wales are not exactly paradises; if I might, without immediate personal danger be permitted to express my honest views on the subject, and as regards this particular line, I do not hesitate to say that there is no rail-road in the habitable globe with so many extraordinary curves, the effects of which, especially to delicate or sleepless travellers, are many and various. It was 1 p.m. when the Great Western express (what is a name, etc.?) left Sydney, and the passengers certainly had "a night of it." You can get "chow" (of a sort) on the Australian railway, but it is invariably of the refreshment room pattern—boiling soup of the weakest type and stank as tough as the hide of an old water buffalo, at a cost of 2s. 6d.—And there are also sleeping cars. Oh! yes! I enjoyed a special sleeping car, and for that exclusive privilege I had to pay through the nose—a rather serious matter for a poverty-stricken journalist who had just returned from his little bill to the Hongkong and Shanghai Bank and the Borneo Company, Limited, with a certain amount of his being liquidated on account of alleged services rendered elsewhere. There is a joke in this latter remark which nobody but the late "Daniel" McCulloch, the present Tom Jackson, the ex-director of the Dalrymple, and the writer of this pilgrimage thoroughly understands. But to return to our steaks and onions—a starchy dish at the Balmoral mine, is Mr. Orange, C.E., and other local scientists who have been there, will readily testify. After dinner the *salvo*—excuse me, French Mr. Zeller, but I once took a cheap trip from London Bridge to Ploppa and the *Angien*

France has stuck to me ever since—was quickly transformed into a series of sleeping chambers, and I am not ashamed to own that I found oblivion in the arms of Morpheus—which is Italian for Murphy—with a rest worthy of a better cause. *Blaskee!* Long before daylight—say at about 4.45—the Mount McDonald passengers changed carriages at a God-forsaken place called Blayney, and then the fun really commenced. I am accustomed to terrific jolting; I have ridden Australian buck-jumpers, steered an Egyptian dromedary through the arid deserts surrounding Grand Cairo and Suez, and once, when roads were not, scaled Victoria Peak on board a Mongolian race-pony, but the shaking up we were subjected to on this line of railway—which, though of quite recent construction, has all the discarded rolling pattern of other lines in New South Wales, utilised doubtless to wear out their last legs—put all previous experiences quite in the shade. The recollection of my bruised body haunts me still. At 7 a.m., unless the train is late, and the oldest inhabitant can't remember when it wasn't late, Woodstock is reached, and our journey by rail is accomplished. The rain falls in torrents as I wince to say, towards the old "pub" that, strange to say, this country town of corrugated-iron shanties contains. A marriage fare for breakfast and an exorbitant charge have to be mildly put up with, and then arrangements have to be made for the journey by coach to the Mount, a distance of about 14 miles.

The landlord of the "hostelry" is anxious to be obliging in a rough and ready way; he is interested in China and Japan, and as he is an old miner of varied experience, I am interested in any reliable information he may be able to afford regarding the Balmoral enterprise. Fortune favors me decidedly, for the worthy landlord is in no way inclined to be reticent; he knows all about the Balmoral mine and has no objections to ventilating his views. He commences by telling me that a few years ago he took gold to the value of £10,000 out of the Mount McDonald district, principally from the Balmoral section, whilst working contribute. He showed me a bag of very rich specimens of quartz obtained from the Balmoral leases, some of which would "pan out" about two hundred ounces to the ton, and assured me that plenty of the same sort of stuff was available. If no one else believes in the substantial prospects of the Balmoral Mining Co., this practical man certainly does, and it would appear that he has his full grounds for his confidence. "I am waiting," he remarks, with a twinkle in his eye, "waiting until the Company stops work and then I'll try my luck again." If all my worst host told me the truth, the Hongkong shareholders own a second Broken Hill, but with the very gratifying difference that instead of silver the Balmoral produces gold. However, the fact remains that this man has made a considerable sum of money, the ore being obtained as related above, and I satisfied myself that he is not the only "unbeliever" it may be mentioned that a "tributor" is a miner who works without wages and on his own account, returning to the owner of the ground a percentage according to his gains—who did well in the Mount McDonald ranges.

After breakfast the signal is given "to coach," and now comes a most unpleasant part of the journey in a pair-horsed—what shall I call it? Those who have not visited the Colonies have yet to experience the terrors of a bush road and an up-country coach. The sensations from the road remind you of a sea during a typhoon, and the coach is a square box on wheels that are quite ignorant of the condition of the road. Rain continued to come down in full force, rendering the situation just as uncomfortable as can well be imagined, for the roof and sides of the shabby vehicle were as leaky as the pockets of investors in Pungion at 85. Woodstock being over 2,000 feet above sea-level and the season mid-winter, the cold was intense; but having been "frozen stiff" (this expression is copyright) coming over the Blue Mountains, and not having thawed down, I found it quite impossible to get any colder. But while describing these delights I am forgetting that the coach is rolling along, up hill and down dale, through a country productive of nothing more striking than the everlasting gum-tree, the chief feature of all Australian bush scenery. Here and there a "cockatoo"—a cockatoo in bush parlance means a small farmer—has a small homestead which relieves the eye, and it goes without saying that our ancient friend, the persevering Celestial—they are generally called "Chows" in the colonies—has a market garden adjoining the road-side, on a plot of ground that is neither field, meadow nor swamp. The entire journey is so dreadfully slow and uninteresting, that my chief attention is devoted to scientifically balancing myself from side to side of the coach so as to escape the horrors of the extraordinary jerks of conveyance. (I omit the extraordinary jerks of conveyance. One thing in reference to the terrible roads struck me forcibly, and that was how the large and heavy pieces of machinery alleged to be at the Balmoral mine could have been transported through such a country.

After ascending a series of hills Mount McDonald is reached at 11.30. Frankly, the first view of the place did not impress me favorably; and I don't know that an extended acquaintance of its beauties and other virtues very materially altered my first impressions. The picture presented was a shabby street of very insignificant corrugated-iron houses, with here and there, dotted about, a few of the light and airy, wood, bark and other shanties of the type usually found in small mining districts. The coach, having left the mails at the Post Office, proceeded to the hotel I had chosen as my habitation during my stay in the town. There are two establishments of the kind, and I selected that which I thought would be the quieter. It is kept by Miss Neville, a maiden lady of uncertain age, who did her utmost under difficulties to make me as comfortable as possible. With three or four other strangers sharing the same sleeping and sitting rooms and solitude quite an unknown quantity in the former, with the toughest "chow" that I had faced for generations, the discomfort of having to enjoy your bath in a hand basin, and the never-ending row in all parts of the house, I am quite safe in saying that no London lodging house in "the Dials" was ever more prolific of the disturbing element than the high-class accommodation provided by the Mount McDonald Arms.

It is a dreary rain that witnessed our departure from Sydney, greeted our arrival at the Mount, and it was not much of a solace to learn that the weather was by no means unusual for the time of the year, and that it was very unlikely to change for the next few weeks. And here let me at once admit that, from reliable information received after my return to Sydney, the weather prophets were right in their predictions. Hopefully giving up the idea of ever being able to venture out and keep dry, I lost no time in visiting the Balmoral mine and, as far as was possible, accomplishing the object of my visit. The conditions arrived at, both from personal observation and from inquiries made in every direction where reliable information was likely to be obtained, do not amount to a very great deal and their value may be questionable; but at all events the shareholders of the Balmoral Mining Co. will be interested to know something from an independent source regarding their property.

The alleged gold-field is situated on the Balmoral ranges, about thirty miles from the town of Carcoar. The country is very rugged and mountainous and distinctly unfavorable to extensive alluvial auriferous deposits; but a perfect network of quartz veins are met with in all directions. So far the workings are confined to quartz mining, the principal veins in the district being the Balmoral, Queen of the Mount, Grants Amalgamated, and several others. Without entering into all the geological details supplied to me by experts, it is sufficient to mention that the gold, which is generally fine in this district, is evenly distributed through the quartz, there being also a total absence of what miners term cleavage, or face gold. This account for the crushing yielding higher returns than is indicated by the outside appearance of the quartz.

Mr. H. W. Sloe, Inspector of Mines for the New South Wales Government, paid an official visit to Mount McDonald in August, 1889, and in the course of a very interesting report spoke most favorably of the Balmoral prospects. He says:—"The Balmoral is a distinct line of reef from the Queen of the Mount. Several hundred tons of quartz were crushed from this reef averaging fully two ounces per ton. There are several other mines working with fair prospects of success. The following is the quartz crushing power on the field: Balmoral Gold Mining Co., 10-head, Colberts 8-head, Pascoe's 12-head, Creighton's 25-head, and the Mining Investment Association 20-head batteries, making a total of 75-head and 20 horse-power. This expenditure of capital in quartz-crushing machinery proves that capitalists have faith in the permanency of the Mount McDonald gold-field, and when taking into consideration the geological formation, the nature of the quality, and the depth of some of those mines already attained, no other conclusion can be arrived at than that the Mount McDonald gold-field will rank among the permanent reefing districts of New South Wales. There is also a large tract of auriferous country within a few miles of Mount McDonald, which, if once developed, will add to the settlement of a permanent mining population."

The conditions of the Balmoral Co.'s properties mentioned in the foregoing extract will, I think, be the actual paying prospects of the concern, the mine is neither a wild-cat business nor a "salted" fraud. In the leases which comprise "the Balmoral" the reefs are not so clearly defined as in the "Queen of the Mount" and "Eureka," and the country is of a much harder nature. Only the most experienced miners can discern country rock from the reef, and it was represented to me that this fact to a great extent explains the low returns realised before work at the mine was stopped. Owing to inexperienced management a great quantity of rock was put through the mill with the reef quartz, the cost of picking preventing any attempt at separation being made.

The Balmoral Co. originally held over 22 acres, which they subsequently increased by the purchase of further leases to 72 acres—a huge and most valuable property should fair results accrue from working operations. The battery plant and compressor, with the dam, are situated in the dip of two hills, quite close to the mouth of the tunnel. The dam is said to be capable of holding a million gallons of water, and the machinery is of the most improved and modern types. The latter now comprises a powerful 20-horse steam engine, four vanners, a Remington mill, a compressor plant driving four rock-drills, air-winch, etc., etc. All this costly plant is in first-rate order.

The last report made by Mr. Jonathan Seaver, which has doubtless been seen by most of the shareholders, says that he has precisely the same opinion of the mine as when he reported on it two years ago. Mr. Seaver considers that ignorance and mismanagement have nearly ruined a good property, and several competent authorities who have recently visited the district confirm his views. I am bound, from all I have seen and heard, to believe that with well-directed and competent management the mine ought yet to turn out a remunerative one to shareholders. The Secretary of the Company informed me that he had arranged to put before the Directors several schemes with a view to giving the property a fair opportunity of showing its true value, and no doubt they will receive due consideration. Like many another promising enterprise, the Balmoral Company commenced with far too small a capital, and it has had the ill luck to fall on wretchedly bad times both in Hongkong and New South Wales. And like the Pungion concern, it has apparently been saddled from the beginning with a shabby collection of rogues and incompetents. The shareholders now know the worst, they can safely rely on the general accuracy of all I have written, and of course they must use their own judgment as to the policy to be carried out in the future. I should be inclined to rather underestimate, than exaggerate the prospects of success, especially on account of the unusually hard nature of the country, but under all circumstances I think it would be a great pity to abandon prospects that are certainly not hopeless and on which a lot of money has been spent, without further exploitation.

My return journey to Sydney was accomplished under the depressing influence of continuous rain, which prevented me from enjoying the scenery, some of which, especially near the Blue Mountains, is exceedingly beautiful. And I was most thankful to be back again, safe and sound, in my comfortable quarters at the Oxford Hotel.

THE CONSPIRACY CASE.

This case was again before Mr. Wise this afternoon, when the witness, Mr. Tang Shun, was cross-examined by Mr. Watson. He said that Yung Yung, Chang Shui, and Yung Ut Yu three of the defendants were friends of his before the case began; they used to walk together; they are my friends now, but we do not walk together; they dined with me, and I have given them money. Chang Shui has never done me any harm, neither has Yung Ut Yu, he has obtained loans for me and he went with me to have dinner at an hotel in foreign style, I do not know that he is a servant, I believe he lives with Yung Ut Yu. My brother did come for me, and he took me to my mother, who gave me a letter; I had then spent all my money, excepting about twenty or thirty dollars; my mother did not take this from me; my household expenses whilst I was having "my good time" were paid by my mother.

By Mr. Watson: I went to Chick Wan at the beginning of April and came back in May. I had then spent all my money; I was then in a very bad way, and I would return and that I would go to a lawyer, she did not tell me I should have to prosecute my best friend, and my property at any other place. I did not buy jewelry from Mr. Sing, I have lost it gambling. It was not at Kowloon, but in Graham Street. I did not purchase two ladies' slugs from Mr. Sing. I know the Chun Sing pawn shop, but I have had no dealings there, I did not get a set of diamonds from him. Yes, I am a set of diamonds from him.

By Mr. Watson: I did not go to the Man On Insurance Co. to get an advance; neither did I get anyone, I have never tried to get an advance on my property at any other place. I did not buy jewelry from Mr. Sing, I have lost it gambling. It was not at Kowloon, but in Graham Street. I did not purchase two ladies' slugs from Mr. Sing. I know the Chun Sing pawn shop, but I have had no dealings there, I did not get a set of diamonds from him. Yes, I am a set of diamonds from him.

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Mails.

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG.
PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS.
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON AND SOUTH
AMERICAN PORTS.
THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.
N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SATURDAY, the 28th day of August,
1891, at 3 P.M., the Company's Steamship
"PREUSSEN," Captain W. Reimken, with
MAILS, PASSENGERS, SPECIE & CARGO,
will leave this Port at 3 P.M., calling at GENOA.
Shipping Orders will be granted till 5 P.M.,
on the 28th, Cargo will be received on Board
until 10 A.M., on the 29th, Specie and Parcels
until 5 P.M., on the 29th August. (Parcels are
not to be sent on Board; they must be left at
the Agency's Office). Contents and Value of
Parcels are required.
The Steamer has splendid Accommodation,
and carries a Doctor and Stewardess.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hamburg, 4th August, 1891.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
ISMAHIA, PORT SAID, MALTA,
GIBRALTAR, MARSEILLES, BRIN-
DISI, TRIESTE, VENICE,
PLYMOUTH, AND
LONDON.
BOMBAY, MADRAS, CALCUTTA AND
AUSTRALIA.

N.B.—Cargo can be taken on THROUGH
BILLS OF LADING FOR BATAVIA, PERMAN
GULF PORTS, MARSEILLES, TRIESTE, HAM-
BURG, NEW YORK AND BOSTON.
SPECIE ONLY, LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
"MIRZAPUR," Captain R. Harvey, with
Her Majesty's Mails, will be despatched from
this Port for LONDON, via BOMBAY and SUEZ
CANAL, on THURSDAY, the 3rd September,
at Noon.
Cargo will be received on board until 4 P.M.,
Parcels and Specie (Gold) at the Office until
4 P.M., on the day before sailing.
Silk and Valuables for Europe will be
transhipped at Colombo. General Cargo for
London will be conveyed via Bombay, without
transhipment, arriving one week later than by
the ordinary direct route via Colombo.
Tea will be sent either via Bombay or
Colombo, according to arrangement.
For further particulars regarding FREIGHT and
PASSENGER apply to the PENINSULAR and ORIENTAL
STEAM NAVIGATION COMPANY'S Office, Hong-
kong.

The Contents and Value of Packages are re-
quired to be declared prior to shipment.
Shippers are particularly requested to note
the terms and conditions of the Company's
Black Bills of Lading.
This Steamer takes Cargo and Passengers for
Malacca.

E. L. WOODIN,
Superintendent.
P. O. S. N. Co.'s Office,
Hongkong, 25th August, 1891.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY
THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING AT
YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.
City of Peking.....Tuesday 13th Sept.
City of Rio de Janeiro.....Thursday 6th Oct.
China.....Saturday 31st Oct.

THE U.S. Mail Steamship
"CITY OF PEKING"
will be despatched for SAN FRANCISCO, via
YOKOHAMA on TUESDAY, the 13th Sept.,
at 1 P.M., taking Passengers and Freight for
Japan, the United States, and Europe.

RATES OF PASSAGE.
From Hongkong, First-class.
To San Francisco, Vancouver,
Victoria, Esquimaux, New
Westminster, Port Townsend,
Seattle, Tacoma, Portland, O.,
To Liverpool and London.....\$325.00
To Paris and Bremen.....350.00
To Havre and Hamburg.....350.00
Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officers in service of China and Japan, and to
Government officials.
Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.
Return Tickets.—First Class.—Prepaid return
tickets to San Francisco will be issued at fol-
lowing rates:—
4 months.....\$337.50
12 months.....393.75
Time is reckoned from date of issue to date of
re-embarkation at San Francisco.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan, (or
vice versa) within one year will be allowed a
discount of 10 per cent. from Return Fare.
This allowance does not apply to through
fares from China and Japan to Europe.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Indian Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 5 P.M.,
the day previous to sailing. Parcel Packages will
be received at the Office until 5 P.M. on the day
of sailing. Consignees must be named to ad-
dress in full, value of same is required.
Consignment Invoices to accompany Cargo de-
clined to: Points beyond San Francisco, in the
United States, should be sent to the Company's
Office at San Francisco, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to J. S. VAN BUREN,
Agent,
Hongkong, 28th August, 1891.

Mails.

**OCCIDENTAL AND ORIENTAL STEAM
SHIP COMPANY.**
TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
ATLANTIC AND OTHER CONNECTING
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
Belgic.....Thursday 28th Sept.
Oceania.....Saturday 26th Sept.
Galle.....Tuesday 20th October.

THE Steamship
"BELGIC"
will be despatched for San Francisco, via
ADY, Yokohama and Honolulu, on THURS-
DAY, the 3rd September, at 1 P.M. Connection
being made at Yokohama with Steamers from
Shanghai and Japan Ports.

RATES OF PASSAGE.
From Hongkong, First-class.
To San Francisco, Vancouver,
Victoria, Esquimaux, New
Westminster, Port Townsend,
Seattle, Tacoma, Portland, O.,
To Liverpool and London.....\$325.00
To Paris and Bremen.....350.00
To Havre and Hamburg.....350.00
Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of Steamers.

Special rates (first-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Service, to European
Officers in service of China and Japan, and to
Government officials.
Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return
tickets to San Francisco will be issued at fol-
lowing rates:—
4 months.....\$337.50
12 months.....393.75
Time is reckoned from date of issue to date of
re-embarkation at San Francisco.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan, (or
vice versa) within one year will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares from China and
Japan to Europe.

All Parcel Packages should be marked to
address in full, and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

Consular Invoices to accompany Cargo de-
stined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Passage and
Freight, apply to J. S. VAN BUREN, Agent,
No. 72, Queen's Road Central, Hongkong.

CANADIAN PACIFIC RAILWAYS' ROYAL MAIL STEAMERS.
PROPOSED SAILINGS FROM
HONGKONG, 1891.

(SUBJECT TO ALTERATION.)
Empress of China.....Tuesday.....1st Sept.
Empress of India.....Tuesday.....1st Sept.
Empress of Japan.....Tuesday.....1st Oct.

THE R. M. S.
"EMPERESS OF CHINA,"
5,100 tons, Captain Alex. Fillet, R.N.R.,
sailing at Noon, on TUESDAY, the 1st Sept.,
with Her Majesty's Mails, will proceed to VAN-
COUVER, via SHANGHAI, NAGASAKI,
Inland Sea, KOBE and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

TO
Vancouver, Victoria, Esqui-
maux, New Westminster,
Port Townsend, Seattle, Ta-
coma, Wash.
Portland Ore., San Francisco.....225 330 394
Banff Calgary, Alta.
Winnipeg, Man.
To Minneapolis, St. Paul,
Duluth, Minn.
Chicago, Ill. Kansas City,
St. Louis, Mo.
Milwaukee, Wis.
Detroit, Mich. Cincinnati,
Cleveland, Columbus, O.
Hamilton, London, Toronto,
Ont.
Buffalo, Niagara Falls, N.Y.
Kingston, Ottawa, Ont.
Montreal, Quebec, Que.
New York, Albany, Troy,
Rochester, N.Y.
Baltimore, Md. Philadelphia,
Pittsburg, Pa.
Washington, D. C. Boston,
Mass. Portland, Me.
Halifax, N.S. St. John, N.B.
Liverpool and London via Li-
verpool.....525 575 596
Paris, via Liverpool and Lon-
don.....445 495 516
Havre, via Liverpool.....335 385 406
Bremen, via Liverpool.....335 385 406
Hamburg.....335 385 406

and date steamer and 1st class on rail, and
2nd class steamer and rail, also Steamer, Paris
and Havre to other places, quoted on application.
The Steamer, call at Victoria to land and
embark passengers.

Return Tickets.—Time limit for prepaid return
tickets is reckoned from date of issue to date of
re-embarkation at Vancouver.
Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

Special rates (first-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officers in service of China and Japan, and to
Government officials.
Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return
tickets to San Francisco will be issued at fol-
lowing rates:—
4 months.....\$337.50
12 months.....393.75
Time is reckoned from date of issue to date of
re-embarkation at San Francisco.

Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan, (or
vice versa) within one year will be allowed a
discount of 10 per cent. from Return Fare.
This allowance does not apply to through
fares from China and Japan to Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Indian Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 5 P.M.,
the day previous to sailing. Parcel Packages will
be received at the Office until 5 P.M. on the day
of sailing. Consignees must be named to ad-
dress in full, value of same is required.
Consignment Invoices to accompany Cargo de-
clined to: Points beyond San Francisco, in the
United States, should be sent to the Company's
Office at San Francisco, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to J. S. VAN BUREN,
Agent,
Hongkong, 28th August, 1891.

Masonic.

ZETLAND LODGE.
No. 525.
A REGULAR MEETING of the above
named Lodge will be held in the ZETLAND
HALL, Zetland Street, on TUESDAY, the
28th September, at 8.30 for 9 p.m. weekly.
Visiting Brethren are cordially invited.
Hongkong, 24th August, 1891.

Notices of Firms.
NOTICE.

THE Undersigned have been appointed Sole
Agents for Hongkong and China for the
KINNEY BROS. New York branch of the
American Tobacco (Trust) Company's well-
known brands of "SWEET CAPORAL,"
"STRAIGHT CUT," "FULL DRESS," &c.,
&c., CIGARETTES and TOBACCOES.
ARNHOLD, KARBURG & Co.
Hongkong, 17th July, 1891.

NOTICE.
I HAVE This Day commenced Business as
MERCHANT, GENERAL COMMISSION AGENT,
and AUCTIONEER, under the Style of GORDON
& Co.

A. G. GORDON.
Hongkong, 21st August, 1891.

NOTICE.
MR. HANS WILHELM HERMANN
HERMANN has this day been authorized
to sign our Firm by procuration.

MEYER & Co.
Hongkong, 15th August, 1891.

NOTICE.
NOTICE is hereby given that on the 7th
Instant, the Undersigned entered into
Partnership as SHARPS and GENERAL BROKERS,
and intend to carry on business under the style
of SHARPS & POTTES.

All Forward Contracts made by the Partners
previous to the 7th instant will be carried out by
them individually, and independently of the
said Firm.

S. I. DANBY.
G. H. POTTES.
Hongkong, 7th August, 1891.

To be Let.
TO LET.

SHOP in Pedder's Street, presently occupied
by Mr. HAHN. Also
4 ROOMS on First Floor, Suitable for offices.
Apply to
CRICKSHANK & Co., Ltd.
Hongkong, 4th August, 1891.

**THE KOWLOON LAND AND BUILDING
COMPANY, LIMITED.**
TO LET.

AT KOWLOON.
A FEW HOUSES IN KNOTSFORD TER-
RACE containing 5 Rooms, each and
Bath-rooms, Tennis Courts. Healthy situation.
Cheap Rent.
Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd.
Hongkong, 6th August, 1891.

TO LET.
BAHAR LODGE, THE PEAK.
R. B. LOT No. 39.

THIS desirable residence with Gas laid on
to be Let Furnished or Unfurnished.
Apply to
HONGKONG LAND INVESTMENT AND
AGENCY Co., Ltd.
Hongkong, 12th May, 1891.

TO BE LET.
THE Premises now in our occupation, known
as "CONNAUGHT HOUSE," in Queen's
Road Central,
Persons desiring to rent from 1st July next.
For further particulars,
THE MARINBURG FURNITURE Co., Ltd.
Hongkong, 5th July, 1891.

TO BE LET.
NO. 5, RICHMOND TERRACE. Five
Rooms.—Gas and Water laid on. Bath-
rooms, Yard, and Collie Quarters cemented.
Rent moderate.
Apply to
THE SECRETARY,
Humphreys Estate & Finance Co., Ltd.

TO BE LET.
HOUSES at Mountain View, near Plover's
Gap, Hill District, consisting of 5 or 6
large dwelling rooms with every convenience.
These houses overlook both sides of the island
and are cool, comfortable and healthy.
Apply to
JOHN A. TUFF,
Secretary,
The Amoy Arms Hotel,
415,
Building Company, Ltd.,
38 & 40, Queen's Road Central,
Hongkong, 11th August, 1891.

NOTICE.
TO LET.

THE PREMISES No. 9, PRINCE CENTRAL, lately
occupied by Messrs. RUSSELL & Co. The
whole, by date, or single rooms suitable for
Offices and Dwelling.
Apply to
E. D. SASSOON & Co.,
Hongkong, 20th June, 1891.

TO LET.
WITH IMMEDIATE POSSESSION.
NO. 37, WYNDHAM STREET. Rent \$40
per month.
Apply to
A. E. KERRILL,
Hongkong, 24th August, 1891.

TO LET.
WITH IMMEDIATE POSSESSION.
THE FIRST FLOOR of No. 11, PRINCE
CENTRAL, formerly occupied by Messrs.
Messrs. RUSSELL & Co. The whole, by date, or
single rooms suitable for Offices and Dwelling.
Apply to
E. D. SASSOON & Co.,
Hongkong, 20th June, 1891.

TO LET.
WITH IMMEDIATE POSSESSION.
THE FIRST FLOOR of No. 11, PRINCE
CENTRAL, formerly occupied by Messrs.
Messrs. RUSSELL & Co. The whole, by date, or
single rooms suitable for Offices and Dwelling.
Apply to
E. D. SASSOON & Co.,
Hongkong, 20th June, 1891.

TO LET.
WITH IMMEDIATE POSSESSION.
THE FIRST FLOOR of No. 11, PRINCE
CENTRAL, formerly occupied by Messrs.
Messrs. RUSSELL & Co. The whole, by date, or
single rooms suitable for Offices and Dwelling.
Apply to
E. D. SASSOON & Co.,
Hongkong, 20th June, 1891.

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WITH IMMEDIATE POSSESSION.
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E. D. SASSOON & Co.,
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E. D. SASSOON & Co.,
Hongkong, 20th June, 1891.

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single rooms suitable for Offices and Dwelling.
Apply to
E. D. SASSOON & Co.,
Hongkong, 20th June, 1891.

TO LET.
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THE FIRST FLOOR of No. 11, PRINCE
CENTRAL, formerly occupied by Messrs.
Messrs. RUSSELL & Co. The whole, by date, or
single rooms suitable for Offices and Dwelling.
Apply to
E. D. SASSOON & Co.,
Hongkong, 20th June, 1891.

TO LET.
WITH IMMEDIATE POSSESSION.
THE FIRST FLOOR of No. 11, PRINCE
CENTRAL, formerly occupied by Messrs.
Messrs. RUSSELL & Co. The whole, by date, or
single rooms suitable for Offices and Dwelling.
Apply to
E. D. SASSOON & Co.,
Hongkong, 20th June, 1891.

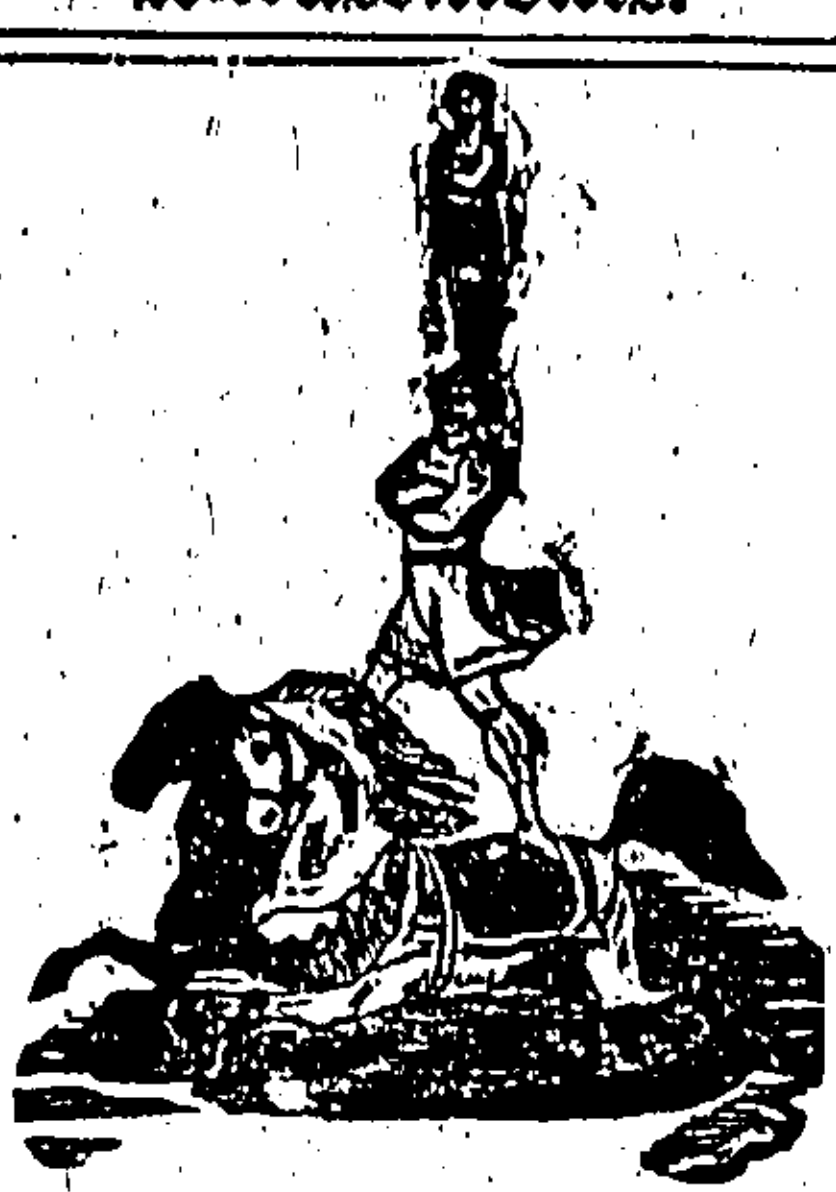
TO LET.
WITH IMMEDIATE POSSESSION.
THE FIRST FLOOR of No. 11, PRINCE
CENTRAL, formerly occupied by Messrs.
Messrs. RUSSELL & Co. The whole, by date, or
single rooms suitable for Offices and Dwelling.
Apply to
E. D. SASSOON & Co.,
Hongkong, 20th June, 1891.

TO LET.
WITH IMMEDIATE POSSESSION.
THE FIRST FLOOR of No. 11, PRINCE
CENTRAL, formerly occupied by Messrs.
Messrs. RUSSELL & Co. The whole, by date, or
single rooms suitable for Offices and Dwelling.
Apply to
E. D. SASSOON & Co.,
Hongkong, 20th June, 1891.

TO LET.
WITH IMMEDIATE POSSESSION.
THE FIRST FLOOR of No. 11, PRINCE
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Messrs. RUSSELL & Co. The whole, by date, or
single rooms suitable for Offices and Dwelling.
Apply to
E. D. SASSOON & Co.,
Hongkong, 20th June, 1891.

TO LET.
WITH IMMEDIATE POSSESSION.
THE FIRST FLOOR of No. 11, PRINCE
CENTRAL, formerly occupied by Messrs.
Messrs. RUSSELL & Co. The whole, by date, or
single rooms suitable for Offices and Dwelling.
Apply to
E. D. SASSOON & Co.,
Hongkong, 20th June, 1891.

Amusements.



**THE BEST AND MOST SENSATIONAL
CIRCUS**
THAT HAS EVER BEEN ON EXHIBITION IN THE
EAST.

Return of the old and prime favorites.
HARRY DIXON in his Sensational
JOCKEY FEAT!

The cleverest Equestrian performance ever
witnessed!!

Professor BYSACK on the double horizontal
bar.

The "Boss" of bar business.
DON'T FORGET IT.
Later notices will appear.

S. REICH, General Agent,
WALTER HARLAND, Manager,
MADAME WOODYEAR, Sole Proprietrix.
Victoria Hotel,
Hongkong, 27th August, 1891.

Consignees.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG, AND
SINGAPORE.

CONSIGNEES OF CARGO per Steamship
ARE hereby informed that their goods will be
delivered from alongside, Cargo impeding the
discharge, or remaining on board after the 20th
Instant, will be landed at consignee's risk and
expense into Messrs. N. Mody and Company's
Godown at Wanchai.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 26th August, 1891.

NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship
"DORA FORSTER"
having arrived from the above Port, Consignees
of Cargo by her, are hereby informed that such
of their Goods as are impeding her discharge
are being landed at their risk and expense into
the Godown A. at Wanchai, whence delivery
may be obtained.

Cargo remaining undelivered on, and after the
31st Instant, will be subject to rent.
No Fire Insurance has been effected. Con-
signees are requested to present all claims for
damages and/or shortages not later than the
31st Inst., otherwise they will not be recognized.
Bills of Lading will be countersigned by
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 25th August, 1891.

NOTICE.
CONSIGNEES OF CARGO per Steamship
"BELGIC"
are hereby notified that their goods are being
landed and stored at their risk in the Company's
Godowns at Wanchai, from whence delivery may
be obtained on countersignature of Bills of
Lading.

No Fire Insurance is effected.
J. S. VAN BUREN,
Agent.
Hongkong, 24th August, 1891.

**THE CHINA SHIPPERS' MUTUAL STEAM
NAVIGATION COMPANY, LIMITED.**
NOTICE TO CONSIGNEES.
FROM LIVERPOOL, PENANG, AND
SINGAPORE.

THE Company's Steamship
"CHINGWO"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed at their risk, into the Godowns,
of the Hongkong and Kowloon Wharf and
Godown Company, Kowloon, whence delivery
may be obtained.

No claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent in to the Office of the Undersigned before
Noon, on the 30th Inst., or they will not be
recognized.

All broken, chafed, and damaged goods are to
be left in the Godowns, where they will be
examined on the 29th Instant.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 30th
Inst. will be subject to rent.

Optional cargo will be forwarded unless notice
to the contrary be given before Noon, 30th
DAY.

Bills of Lading will be countersigned by
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 24th August, 1891.

DENTISTRY.
**FIRST CLASS WORKMANSHIP
AND
MODERATE FEES.**

MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly, articled Apprentice, and lately
assistant to Dr. ROBERTS).
HAS REMOVED
TO
THE BANK BUILDINGS,
40, QUEEN'S ROAD,
(above Messrs. Dakin Bros. of China, Ltd.).
CONSULTATION FREE.
Hongkong, 17th July, 1891.

For Sale.

"C R U W Y N B R O N,"
THE BEST BREAKFAST CLARET,
a
\$3.00 a dozen.
"ST. GEORGE'S,"
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